





## Today's Advertisements.

### GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot on

MONDAY, the 14th day of June, 1897, at 4 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 29th May, 1897. [973]

### PARTICULARS OF THE LOT.

No. of Lots	Locality	Boundary Measurements	Area in Acres	Annual Rent	Upset Price
1	Lot 1, Block 1, New Kowloon	600 ft. by 100 ft.	6	\$100	\$1,000
2	Lot 2, Block 1, New Kowloon	600 ft. by 100 ft.	6	\$100	\$1,000
3	Lot 3, Block 1, New Kowloon	600 ft. by 100 ft.	6	\$100	\$1,000
4	Lot 4, Block 1, New Kowloon	600 ft. by 100 ft.	6	\$100	\$1,000
5	Lot 5, Block 1, New Kowloon	600 ft. by 100 ft.	6	\$100	\$1,000
6	Lot 6, Block 1, New Kowloon	600 ft. by 100 ft.	6	\$100	\$1,000
7	Lot 7, Block 1, New Kowloon	600 ft. by 100 ft.	6	\$100	\$1,000
8	Lot 8, Block 1, New Kowloon	600 ft. by 100 ft.	6	\$100	\$1,000
9	Lot 9, Block 1, New Kowloon	600 ft. by 100 ft.	6	\$100	\$1,000
10	Lot 10, Block 1, New Kowloon	600 ft. by 100 ft.	6	\$100	\$1,000

### OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

#### NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC".

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,  
Agent.

Hongkong, 8th June, 1897. [974]

### AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

#### NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

### THE Steamship

#### "POSEIDON."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Underwriter before Noon on the 14th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 14th instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER & Co.,  
Agents.

Hongkong, 6th June, 1897. [975]

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

#### FROM CALCUTTA, PENANG AND SINGAPORE.

### THE Company's Steamship

#### "SUISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after Noon on the 11th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 8th June, 1897. [999]

### "GLEN" LINE OF STEAM PACKETS.

#### FROM MIDDLESBORO, LONDON AND STRAITS.

### THE Steamship

#### "GLENGARRY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 15th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and shortages not later than the 2nd instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 8th June, 1897. [910]

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

#### FOR SINGAPORE, SAMARANG AND SOERABAYA.

### THE Company's Steamship

#### "CHUNSANG"

Captain Butler, will be despatched as above TO-MORROW, the 9th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 8th June, 1897. [888]

### THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

#### FOR MANILA (DIRECT).

### THE Company's Steamship

#### "ESMERALDA"

Captain G. A. Taylor, will be despatched for the above Port TO-MORROW, the 9th instant, at 5 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to

SEKWAN, TOMES & Co.,  
General Managers.

Hongkong, 8th June, 1897. [997]

## Today's Advertisements.

### THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the COMPANY'S OFFICE, No. 6, Praya Central, on FRIDAY, the 25th June, at NOON, when the proposed Resolutions, which were passed at the Extraordinary General Meeting of the Company held on the 5th June, 1897, will be submitted for confirmation as Special Resolutions:—

(1)—That the Capital of the Company be increased to the sum of \$500,000 Hongkong Currency by the issue of thirty thousand new shares of ten dollars each, to be issued at a premium of ten dollars each, such price of ten dollars each and also such premium of ten dollars each to be payable in such amounts, at such times, and on such conditions as the General Managers shall from time to time determine.

(2)—That twenty thousand of such new shares be offered to the persons who on the 1st day of July, 1897, shall be the registered shareholders of the old or existing shares in the proportion of one new share for every old or existing share and such offer shall be made by a notice specifying the number of new shares which each such registered shareholder shall be entitled to take up, and limiting a time within which the offer if not accepted in writing will be deemed to be not accepted, and all non-accepted shares shall be disposed of for the benefit of the Company on such conditions as the General Managers shall determine.

(3)—That the remaining ten thousand new shares be allotted to the General Managers who have guaranteed to apply for and accept that number.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 8th June, 1897. [912]

### JUST UNPACKED.

#### A FRESH CONSIGNMENT OF AMERICAN TIN GOODS AND PROVISIONS as follows:—

Cutting & Packing ASPARAGUS, DRIED PRUNES,  
ASSORTED FRUITS, OX TONGUE & LUNCHEON TONGUE,  
COCKTAIL BRAND SALMON,  
CORNED BEEF,  
SUGAR PEAS, BEST PURE HONEY.

Also AMERICAN CHEESE.

H. RUTONJEE,  
14, D'Agallier Street.

Hongkong, 8th June, 1897. [754]

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

#### FOR SWATOW, AMOY AND TAIWANFOO.

### THE Company's Steamship

#### "THALES"

Captain Douglas, will be despatched for the above Ports TO-MORROW, the 9th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,  
General Managers.

Hongkong, 8th June, 1897. [911]

### NOW READY!

#### COMMERCIAL AND STATISTICAL PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and Corporations for periods ending 31st December, 1896.

This pamphlet is published for the convenience of the Commercial Community and is for sale,

PRICE \$1 PER COPY,

at the office of the

"HONGKONG TELEGRAPH,"

No. 6 Piddar's Hill.

Hongkong, 7th May, 1897. [761]

### Intimations.

#### DAKIN, CRICKSHANK & COMPANY,

VICTORIA DISPENSARY, HONGKONG.

### AERATED WATERS.

#### SIMPLE AERATED WATER.

#### SODA WATER.

#### LEMONADE.

#### GINGER ALE.

#### SARSAPARILLA.

#### RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEETINGS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [3792]

### TO SUBSCRIBERS.

#### SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

### NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but in order that the Editor may be able to contact the writer in the event of any communication being required.

What the contents of the Hongkong Telegraph will always be open for the full discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

### TO ADVERTISERS.

Advertisements are received for insertion in this paper on the basis of space and time. The rate of insertion is \$1 per line per week, and is not intended to be a guide to the value of the paper.

Advertisements are not accepted for insertion in the paper unless they are accompanied by the name and address of the advertiser, and unless they are accompanied by the sum of money required for their insertion.

The Hongkong Telegraph has the largest circulation of any newspaper in Hongkong, and is the most influential and authoritative of all the papers published in the Colony.

For full particulars of the terms of advertising, apply to the Manager, Hongkong Telegraph, No. 6 Piddar's Hill.

Hongkong, 8th June, 1897. [997]

## Intimation.

### A. S. WATSON & CO., LIMITED.

#### CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

#### MANUFACTURERS OF

#### AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SALTZETTER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

### A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 13th April, 1897. [6]

### BIRTH.

At Shanghai, North-China, on the 1st of June, 1897, the wife of W. B. WALTER of the Imperial Maritime Customs service, of a son.

### The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 8, 1897.

### THE LIGHT DUES COMMISSION.

We were correct in our anticipations.

A Commission has been issued by H. E. the Governor, appointing five gentlemen, headed by Sir JOHN CARRINGTON, to inquire into and report on the charges levied on shipping, the expenditure incurred in the interests or on behalf of shipping, and to advise what proportion of the legitimate charges incurred for the support of the general government of the Colony can by hook or by crook be carried to the debit of Shipping. His Excellency wants to know if the original cost of the Harbour Master's office, the Water Police station and Observatory—all paid for long ago out of general revenue and in respect of which we owe nothing—should not be declared a charge on shipping and whether the shipping should not be called upon to repay these amounts with interest within a fixed term of years. He asks the same question with reference to the Lighthouses forgetting that they have already been more than paid for out of the Light Dues. He would charge the apparatus at the Observatory, the launches and boats of the Harbour and Police Departments, the Dredger, the Hygiene, the Causeway Bay breakwater—all paid for long ago out of current revenue and not out of Capital—to the shipping and make the shipping repay the whole with interest. He wants "to know, you know," how much of the Military Contribution, of the expenditure on barracks, of the loss of crown rents and taxes on lands in Military and Naval occupation should be charged on shipping. He has only forgotten one item—how much of the salary and entertainment allowance of the Governor should also be attributed to the same head of expenditure? H.E. has to visit on board ships and receive and give dinners to foreign admirals, foreign captains, and foreign visitors who could not possibly trouble him if there were no harbour and no shipping.

This Commission is absolutely foolish. It is not justified by anything contained in the Secretary of State's despatch of the 17th March last. Mr. CHAMBERLAIN expressed the opinion that moderate dues might be levied on shipping in Hongkong provided the total amounts collected did not exceed the total expenditure on the Harbour Department, Lighthouses, etc., etc. He meant clearly that the annual receipts should not exceed the annual expenditure. He suggests no inquiry into capital expenditure incurred ten to twenty years ago and paid for out of current revenue at the time it was incurred. If the impossible should happen and on the report of this Commission charges should be levied on shipping calculated to reimburse the Colony at the end of a series of years the whole of the moneys expended on the various public works enumerated in the Commission, how is the money to be recovered to be disposed of? Is it to be returned to the taxpayers from whom it was originally derived, or is it to be used in relief of the existing taxes paid by residents for police, lighting and water rates, or is it to swell the general revenue for the benefit of the Military Contribution?

We strongly recommend His Excellency to withdraw this Commission and

cancel it. It will only bring down on him another severe rebuke from Downing Street, with another polite hint that things had better remain *in statu quo* until we have another Governor! There is a fair subject of inquiry ready to hand, indicated in the Secretary of State's despatch already referred to and by the correspondence already in existence on the subject of Light Dues. That inquiry is simple: How much of the annual expenditure of the Colony is incurred on account of Shipping? Should such expenditure be recovered direct from the shipping in the shape of tonnage, harbour, and light dues, or should the general revenue bear this expenditure to the exonerated of the shipping.

### GREEN ISLANDS.

We are sorry that we cannot find in the report of the proceedings of the meeting of the Green Island Cement Company any justification for the issue of the new shares in that Company at a premium of one hundred per cent. We see absolutely no justification for the present price of the old shares or for the rise in price in the old shares since December last. There was nothing in the last report or dividend or in anything that was said at the last meeting of shareholders held in March to justify any rise in the value of these shares beyond an increase, say, to twelve or fifteen dollars. There was no statement by the Chairman that there had been any striking increase in business during the current year. The whole past history of the Company ought to have tended to keep down prices, if anything. It is clear now from the proceedings at the meeting on Saturday that the new issue of shares is solely for the purpose of raising money for a new venture, for the erection of extensive works in Hongkong. That the Company, if it finds itself in a position to do so, should start business on a large scale in Hongkong is quite right. We congratulate the Company on its enterprise and wish it every success. We are not criticising that part of the programme, but we are astonished at the method adopted for raising the \$500,000 required for these extensions. Instead of the shareholders putting up \$500,000 and getting in exchange sixty thousand shares of \$10 each, all of which will count for dividend when the good time comes, they get in exchange for their good sixty thousand dollars shares of a face value of thirty thousand only and will be entitled to dividends on thirty thousand and they present the Company with another sum of thirty thousand dollars for which they get nothing—neither a share in the property nor in the profits. If the position of the Company, the value of its assets, the amount of its dividends, its certain prospects, justified the present market value of its shares there might be some reason for the deal, but as it is there is none. The Company is raising this sixty thousand dollars to start what is, in effect, a new business. It has to get land, to lay it out, to erect new buildings and expensive kilns—very costly experiments, as any one conversant with the history of these companies knows. It has to get a new staff of managers and workmen. It will have to wait two years at least before its new plant can get to work. It will have to pay more here in Hongkong for its Whampoa mud and its limestone than in Macao. It will be subject to heavier charges and taxes here than there. Yet each shareholder is prepared to give \$20, to wait three years for any possible dividend, to take a dividend then on only \$10 and to hold only a \$10 share in the property and business his money is used to create. We confess we do not understand how the ten thousand shares allotted to the General Managers are going to be utilized. From what was said at the meeting on Saturday it looks as if they were to be used for squaring J. M. & Co. and buying off their threatened opposition. If J. M. & Co. are to get these shares on the same terms as others get them—on payment of \$20 per share—we do not see how they can gain much by being bought off. If they are to get them for less than \$20 each, or any proportion of them, then we say there is no authority in the General Managers to make any such arrangement, and they may find themselves liable to make good any deficiency. The shares are allotted to them and, sooner or later they will have to pay \$20 for each of them. However, the shareholders, judging from the names of those present at the meeting on Saturday, are business men and ought to be able to judge for themselves. We speak only in the interest of the general public and hope no one will invest in the old shares of this Company at \$40 each for the pleasure of being able to get an allotment of ten dollar shares at the fancy price of twenty dollars.

### NOTES AND COMMENTS.

We publish in another column correspondence between the Curator of the Museum of the Peking University and the editor of *Pek's Export Purchase Index*, an American publication, on the subject of the supply to the Museum, by way of advertisement, of all sorts of small useful machines, ingenious tools, manufactured articles, etc., etc.

We should like to know if any similar correspondence has been sent to any English journals, or to any English firms, with similar invitations to contribute. We have not heard of it. The idea of such a museum is of course an admirable one. It will have an immense educational value, but it will also be an immense advertisement for those whose machines and tools find a place in it.

Is there any reason why English firms should not be invited to contribute? Is there any reason why the Peking University should be turned into a special advertisement sheet for American notions of all kinds exclusively? It looks a little as if under its present management American interests will take precedence even of the special educational wants of the Chinese students. America is not all the world.

## TELEGRAMS.

(Special to Hongkong Telegraph)

### THE "SULTAN" ASHORE.

BECOMES A TOTAL LOSS.

SHANGHAI, June 7th.

The Norwegian steamer *Sultan* got ashore in the Miaotao Group while on a voyage from Newchwang to Kobe with a cargo of beancake and has become a total loss.

### REUTER'S MESSAGES.

#### THE CRETAN QUESTION.

LONDON, June 4th.

The Cretans have established a provisional Government under Chief Michalis.

#### THE CRECO-TURKISH WAR.

The Ambassadors have commenced peace negotiations. It has been decided that M. Melidoff shall frame a memorandum for the rectification of the frontier M. Cambou, one for the capitulations, and Sir Philip Currie one for the war indemnity.

#### THE JUBILEE.

The War Office is arranging that the Indian and Colonial troops, escorted by Life Guards, shall traverse the East end of London.

#### FRANCE AND RUSSIA.

LONDON, June 6th.

President Faure goes to St. Petersburg on July 25th with M. Hanotaux.

#### THE IN







## Intimations.

## "ESSETS"

DISINFECTING FLUID.

## "ESSETS"

DISINFECTING POWDER.

## "ESSETS"

DISINFECTING SOAP AND TOILET PREPARATIONS.

One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.

Send for Corroborative Reports, Testimonials, Price Lists and Particulars to—

WATKINS &amp; CO.,

SOLE AGENTS,

66, QUEEN'S ROAD CENTRAL, HONGKONG.

Dr. KNORR'S  
ANTIPIRYNE

"LION BRAND."

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &amp;c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 3 per cent. solution, possesses a similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

DEWARE OF SPURIOUS IMITATIONS!

Dr. OVERLACH'S  
MIGRAININE

(ANTIPIRYNE—CAFFEINE—CITRATE)

(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an analgesic.

Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers: FARMER, VORM, MEISTER LUCIUS &amp; BRUNING, HOECHST O. M.

Literature of the above Preparations supplied gratis at request to medical men.

## Shipping.

## STEAMERS.



NIPPON YUSEN KAISHA.

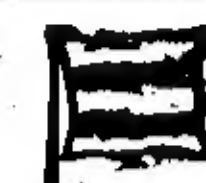
JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, PORT SAID AND MARSEILLES.

THE Company's Steamship

"KANAGAWA MARU,"  
Capt. J. MacKenzie, will be despatched as above TO-MORROW, the 9th June, at 4 P.M. This Steamer is fitted with Superior Accommodation for First-class and Second Passengers and is lighted by electricity throughout. A duly qualified Doctor is carried. For Freight or Passage, apply to NIPPON YUSEN KAISHA, Hongkong, 15th May, 1897. [816]



NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA KOBE AND YOKOHAMA.  
(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA AND EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship

"MATSUYAMA MARU,"  
Capt. Allen, will be despatched as above on THURSDAY, the 10th June, at 4 P.M. Consular Invoices of Goods for the United States should be in QUADRUPPLICATE, and one Copy must be mailed by the Steamer to the care of the FREIGHT AGENT, Great Northern Railway, Seattle, Wash. For Freight or Passage, apply to NIPPON YUSEN KAISHA, Hongkong, 23rd May, 1897. [859]

"RICKMERS" REGULAR LINE OF STEAMERS.  
FOR BREMEN AND HAMBURG.

THE Company's Steamship

"DOROTHEA RICKMERS,"  
Capt. Muller, will be despatched as above on THURSDAY, the 10th June.

For Freight, apply to ARNHOLD, KARBERG &amp; Co., Agents.

Hongkong, 22nd May, 1897. [848]

"SHELL" LINE OF STEAMERS.  
FOR MARSEILLES.

THE Company's Steamship

"TURBO,"  
Capt. J. Moore, will be despatched as above on THURSDAY, the 10th instant.

For Freight, apply to ARNHOLD, KARBERG &amp; Co., Agents.

Hongkong, 1st June, 1897. [885]

"ASLOUN,"  
Capt. O. Russell, will be despatched for the above Port on or about the 10th instant.

For Freight or Passage, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 4th June, 1897. [903]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARQUIS BACQUEHEM,"  
Capt. G. Waisching, will leave for the above places on FRIDAY, the 11th instant.

For Freight or Passage, apply to SANDER &amp; Co., Agents.

Hongkong, 4th June, 1897. [859]

MOGUL-WARRACK-MILBURN LINE.  
FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"SIKH,"  
To sail about 15th June 1897.

S.S. "ARGYLL," to sail about 5th June 1897.

S.S. "AFRIDI," to sail about 7th July 1897.

For Freight or Passage, apply to DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 1st June, 1897. [282]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through-rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &amp;c.)

THE Company's Steamship

"HYSON,"  
John S. Hogg, Commander, will be despatched as above on or about the 17th instant.

For Freight, &amp;c., apply to HOLLIDAY, WISE &amp; Co., Agents.

Hongkong, 3rd June, 1897. [896]

SAILING VESSEL.  
FOR SAN FRANCISCO.

THE 100 A.T. British Ship

"FALLS OF DEE,"  
Lock, Master, expects, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 4th February, 1897. [244]

FOR NEW YORK.  
THE 100 A.T. British Ship

"CLAN MACKENZIE,"  
Capt. Lidd, shortly expected from Shanghai will load here for the above Port, and will have quick despatch.

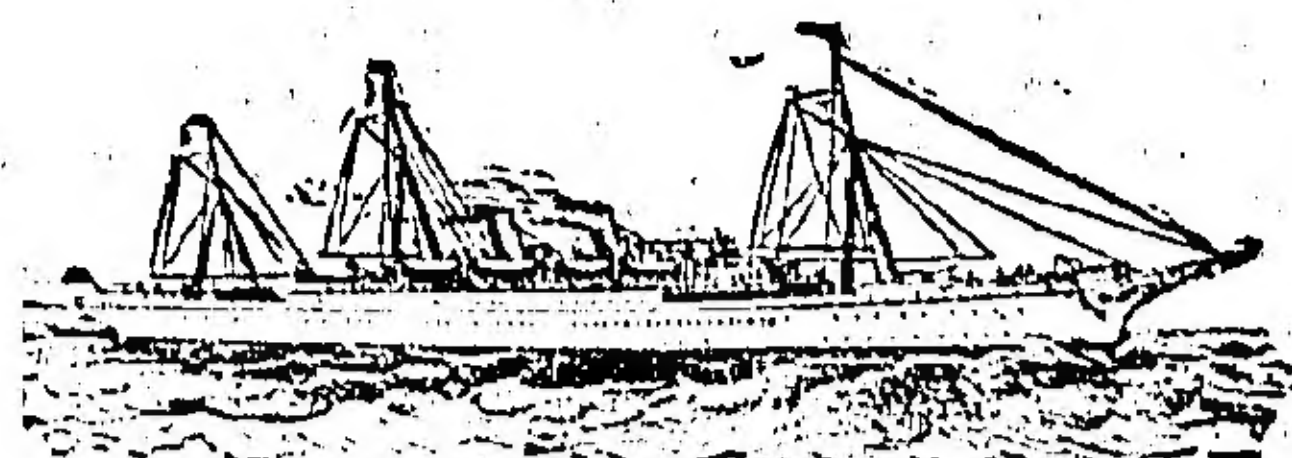
For Freight, apply to ARNHOLD, KARBERG &amp; Co., Agents.

Hongkong, 5th May, 1897. [748]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 9th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 30th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 21st July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent, Paddar's Street. [3]

Hongkong, 19th May, 1897.

OCCIDENTAL & ORIENTAL  
STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Thursday, 17th June, at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 6th July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea and Honolulu) ... Saturday, 24th July, at Noon.

THE Company's Steamship  
"DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, AND YOKOHAMA, on THURSDAY, the 17th June, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 25 per cent. This allowance does not apply to through fares for China and Japan to Kowloon.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 19th May, 1897. [13]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMAN'S RAHTJEN'S GENUINE  
COMPOSITION RHD HANDBRAND,  
HARTMAN'S GREY PAINT,  
DAMLER'S PATENT MOTOR LAUNCHES,  
&c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
AND P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 19th May, 1897. [19]

## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"KAISAR-I-HIND,"  
Capt. S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 17th June, at Noon, taking Passengers and Cargo (on the above Ports). This Steamer connects at Bombay with the S.S. *Oriental* leaving that Port on the 9th July for London direct.

Sibs and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 3rd June, 1897. [16]

NORDDEUTSCHER LLOYD.  
NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

*Prinzess Alice* ... Tuesday ... 22nd June.

*Sachsen* ... Tuesday ... 20th July.

*Bayern* ... Tuesday ... 17th Aug.

*Prinz Heinrich* ... Tuesday ... 14th Sept.

*Sachsen* ... Tuesday ... 12th Oct.

*Bayern* ... Tuesday ... 9th Nov.

*Prinz Heinrich* ... Tuesday ... 7th Dec.

ON TUESDAY, the 22nd day of June, 1897, at 9 A.M., the Company's Steamship "PREUSSEN," Capt. P. Weiting, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 19th June. Cargo and Specie will be received on board until 5 P.M. on MONDAY, the 21st June, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 21st June. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

For further Particulars, apply to MELCHERS &amp; Co., Agents.

Hongkong, 25th May, 1897. [894]

NORTHERN PACIFIC  
STEAMSHIP AND RAILWAY  
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table, Doctor and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The VALLEY OF THE NATIONAL PARK ROUTE. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage together Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

*Olympia* ... 2608 | Tuesday ... July 6.

*Pathos* ... 2907 | Tuesday ... July 27.

*Tacoma* ... 2549 | Tuesday ... Aug. 17.

*Victoria* ... 3107 | Tuesday ... Sept. 7.

*Olympia* ... 2608 | Tuesday ... Sept. 28.

*Columbia* ... 2605 | Tuesday ... Oct. 19.

THE Steamship "OLYMPIA,"  
Capt. J. Turnbull, sailing at Noon, on TUESDAY, the 9th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 1st June, 1897. [4]

Printed and Published by CHESNEY DUNCAN at No. 6, Paddar's Hill, in the City of Hongkong.

## Consignees.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after, which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 4th June, 1897. [5]

"RICKMERS" REGULAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP AND HAMBURG.

THE Company's Steamship

"DIKE RICKMERS" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Claims must be sent in to the Office of the Undersigned before Noon on the 9th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 9th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co., Agents.

Hongkong, 2nd June, 1897. [893]

## To be Let.

TO LET.

DWELLING HOUSES:—  
HOUSES IN RIFON TERRACE, HARFORD, at MAGAZINE GAP.

"THE KENNELS," in MAGAZINE GAP, "MAYTLE BANK," THE PEAK.

Now at 20, ELGIN STREET, FLOORS IN STANTON and ELGIN STREETS.

GODOWNS in BLUE BUILDINGS. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 15th May 1897. [111]

TO LET.

THE BUILDING known as "THE HONGKONG CLUB," HONGKONG. From the 1st AUGUST, 1897.

Apply to MATHEW J. D. STEPHENS, Solicitor for Owner.

Hongkong, 5th April, 1897. [567]

TO LET.

FURNISHED.

TWO ROOMS in the KOWLOON HOTEL. Apply to NEW VICTORIA HOTEL.

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